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Hongkong, 31st July, 1907.

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HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, May 28th.

LESSONS OF THE "TITANIC" DISASTER.
The *Titanic* disaster continues to be one of the chief topics of the day, and the problem of securing greater safety at sea is engaging the serious attention of wide circles in all countries. The outcry on the part of the public for a more adequate supply of boats and other life-saving appliances on board passenger steamers meets with only a qualified support from nautical experts, who seem to agree that they will not be of much use in any but very exceptional circumstances, and that it is far more important that efforts should be directed towards rendering vessels more and more unsinkable, that the wireless telegraph system should be further perfected and more generally adopted at sea, and that an international intelligence service should be organized to keep ships informed by wireless messages of the state of the weather, ice drifts and other dangers on the different routes. Above all, the absolute necessity of constant vigilance and unremitting care on the part of all concerned in the navigation of the steamer is strongly emphasized, without which none of the other safeguards will be of any avail.

The German Government has appointed a Commission consisting of delegates from the Maritime States of the Empire, the State Seamen's Insurance Office, the Emigration Authorities, the German Nautical Association, the great Shipping Companies and other bodies connected with shipping, which held its first sitting on Monday, with a view to the careful examination of the whole question, prior to convening a Congress of the other Powers for the purpose of laying down international rules and regulations on the various points.

The Washington committee has terminated its labours and finds that the number of boats carried by the *Titanic* was in no proportion to the number of passengers and the crew, that there were too few sailors to man them, that full speed was kept up in spite of repeated warnings of the neighbourhood of great masses of ice, and that the watertight compartments, i.e., the bulkheads, failed to act.

The London court of enquiry, presided over by Lord Mersey, was adjourned last week, and will, it is hoped, yield valuable results by clearing up points that may still want explanation. In the meantime the Lord Mayor's appeal for assistance for the victims of the catastrophe has met with an eager response, the amount collected so far reaching over £250,000, to which will have to be added the various sums resulting from appeals in other towns, by newspapers, etc., so that what money can do to alleviate the suffering and distress will be done. Unfortunately, recent events furnish fresh pretexts for labour disturbances. The example set by the firemen and stokers of the *Olympic*, who left the ship just as she was on the point of weighing anchor, and of whom 53 were tried at Southampton, found guilty but let off with a warning, has been followed by other crews, who refuse to sign on, alleging an insufficiency of boats, etc., in the belief that that plea will gain them the sympathy of the public and help to secure their real object, an advance of wages. The Seamen's Union in Liverpool actually demand that before any of the men sign on, an officer of the Union shall carefully examine the boats and the general condition of the vessel; besides which they claim a rise in pay of 10/- a month.

LABOUR UNREST.

The strike of the dock porters and kindred workers here has been averted by fresh concessions on the part of the employers; an agreement has been concluded for a term of three years, according to which the wages are to be raised annually, beginning on April 1st of the present year, until the increase reaches a certain percentage of the old rates, which in some instances amounts to 25 per cent. Scarcely had this been settled when 6,000 men turned out at the Vulcan shipbuilding yards here on account of the dismissal of an officer of one of their unions who had, contrary to the rules of the establishment, collected the members' contributions during working hours. It is believed by some to have been a trick on the part of the men to secure a holiday on the first of May without incurring the penalty of a ten days' suspension from work, which most of the industrial works in the neighbourhood had notified to their hands would be imposed on such as kept away on May Day in order to join the annual labour procession. It may be mentioned, by the way, that the weather on that day was ideal, which, together with the strike at the Vulcan yards, may account for the large numbers that took part in the

demonstration. The strikers have not returned to the works yet, whilst 300 men have laid down their tools for a similar reason at another yard.

COAL PRICES.

Prices of coal have declined since the strike in Great Britain came to an end, but are still considerably above the ordinary level. It is only now that, by analyzing the returns of the coal trade for the month of March, a correct estimate can be formed of the enormous injury done to it by the action of the miners. The shipments of coal in the month of March this year were:—

In March, 1911.

	Tons.	Tons.
To Germany	143,000	against 746,000
To Sweden	70,000	230,000
To Belgium	42,000	102,000
To France	250,000	937,000

The total exports to all countries amounted to 1,000,000 tons against 5,600,000 tons last year for the same month. The difference is all the more significant, as the shipments in February were 800,000 tons in excess of those last year, being 5,600,000 tons, as compared with 5,000,000 tons, from which it may be concluded that, but for the strike, there might have been a like increase to report in March. April is not likely to make up for it, as it took some time to get the pits into working order again, and the men returned but slowly to their duties; besides, the extensive gaps in the stocks at home will have left comparatively little available for shipment abroad. Germany and the United States are reaping the benefit of the struggle, and it is to be feared, as stated in a previous letter, that England will find it difficult to oust such formidable competitors out of markets of which she formerly had the monopoly, now they have once gained a foothold there.

CHINA'S JUDICATURE.

THE METHOD OF REFORM.

It is learnt that within the course of the next few months definite action may be taken in regard to the reform of China's Judicature. Dr. Wang Chung-hui, the brilliant lawyer who now occupies the position of Minister of Justice, has the matter well in hand, and from information which has reached Shanghai it is understood that his intention is to obtain the assistance of other Chinese with foreign legal training in the stupendous work he has before him. A start will be made with the reform of the courts at Peking, and from the capital the process of reorganization will be extended over the country.

In the system of reform which is to be followed a wide departure from the practice adopted up to the present is in prospect. It may be remembered that within the past few years Dr. Wu Ting-fang has prepared two codes of Chinese law. One of these, the criminal code, was adopted under the Manchus, but the other, civil and commercial code, never went beyond the stage of consideration. Much to Dr. Wu's chagrin it was submitted to the Viceroy and other officials of the old régime, and as they started to amend and drag it to pieces it was ultimately lost sight of. It may, therefore, be said that up to the present it has been the effort to bring the Judicature and laws of the country into line with modern European practice by codifying them. It is believed that this line of procedure will not be continued. Instead Dr. Wang is credited with the intention of setting to work with the laws at present in force, but instead of immediately bringing about their amendment, to try what can be done with the best qualified men on the bench of the Courts. With the returned students, many of whom can boast a legal qualification, it will be possible to put his scheme into operation.

The laws will stand as at present, but such men as mentioned will be elevated to seats on the bench, and their endeavour will be to administer justice under existing laws, tempered, however, with their trained knowledge of the subjects before them. Then gradually, as experience dictates, the laws will be revised and brought into line with those of western countries as the circumstances of the Republic and varying conditions of the people suggest to be advisable. This is a complete departure from the custom of reform which has ruled hitherto, but doubtless it has been dictated by the most careful thought. The first appointments are expected within a few weeks.

A SCHOOL OF LAW.

In connection with the reform of the law of the country it is of interest to note that a school of law has been established in Shanghai. This is situated in a building near to the Mixed Court, and the institution goes under the name of the Republican School of Law. Dr. Wu Ting-fang is understood to hold an honorary rank in connection with it, while Chinese who have been called to the bar abroad have been nominated as directors.

The objects of the institution are not so much, it is stated, the training of solicitors or advocates, as the teaching of law to the people. The promoters seek to give the populace a general knowledge of the law, but while this is the present object it is said that it may prove the foundation of a college where lawyers can be trained at some future period and whence they can be called to the bar. This will depend entirely upon the progress which it is able to make.—N.C. Daily News.

MALAYSIA RUBBER COMPANY (LIMITED).

SUCCESSFUL YEAR'S WORK.

The sixth ordinary general meeting of this Company was held on May 7th at the London Chamber of Commerce, Oxford-court, E.C. Mr. George Cordery presided.

The Secretary (Mr. George A. MacDonald) read the notice convening the meeting.

The Chairman said this was the first year in which the Company were in the position to pay a dividend, and the directors had given considerable attention to the form in which the accounts were presented to the shareholders, with the view to their taking a permanent shape, in order that comparisons might be made from year to year. They had been very fortunate in regard to their further issue of capital during the past year, and the amount they had received as premium had been applied in writing off depreciation on buildings and machinery and various charges incurred since the formation of the Company. The cost of the production of rubber worked out at 2s. 9d. per pound, which compared very favourably with those of neighbouring estates in a similar stage of bearing, but that cost would be considerably reduced as the estate got more into bearing and their employees more efficient. The price which had been realized for their rubber was very satisfactory, and compared favourably with what they had anticipated in the early part of last year, and he hoped that this price would be maintained for the present year and for the forward sales for 1913. The debentures had been paid off out of the money derived from the last issue of capital, and he thought it right to take the opportunity of publicly thanking those shareholders who had financed the Company on such favourable terms. He thought the board might take credit for the careful way in which their financial operations had been carried on. They had now on their estate a most up-to-date factory, but it was probable that they might have to duplicate their machinery at an early date, and in that connection they were fortunate in having a qualified engineer as assistant manager, who was thoroughly competent to deal with the installation of any machinery they might require. It was anticipated that the estimated crop of 60,000lb. for the current year would be realized, and if the present price of rubber was maintained they should have a prosperous year. He concluded by moving the adoption of the report and accounts.

Mr. P. J. Burgess seconded the motion, which was carried unanimously.

OTHER RUBBER COMPANIES.

The report of the Riverside (Selangor) Rubber Company for 1911 states that the estimated crop of rubber for 1911 was 61,000lb. dry rubber, and the actual crop collected and sold, after allowing for 6,810lb. The amount at the credit of profit and loss account (including £1,127 brought forward) is £2,635 3s. 3d. The directors recommend a dividend at the rate of 12 per cent., less tax, for the year, absorbing £2,491.

The report of the Scottish Malay Rubber Company for 1911 states that the acreage of the estate is now 2,450 acres. The growth of the rubber continues to be satisfactory. The number of trees now being tapped exceeds 87,000. This number is expected to be largely added to during the current year. The estimated crop for the year 1911 was 60,000lb. to 100,000lb. dry rubber. The actual crop collected and sold (after allowing for adjustments through loss of weight) was 101,752lb. The gross average price realized for this crop was 4s. 10.70d. per lb. The sum at the credit of profit and loss account (including £2,930 brought forward) is £17,802. The interim dividend of 10 per cent., less tax, absorbed £2,150, and the directors recommend a final dividend for the year of 20 per cent., less tax, absorbing £2,300, leaving £2,351 to be carried forward, subject to income-tax and directors' fees.

Sekong Rubber Company.—A circular has been issued to shareholders, containing extracts from a report made by Mr. Edward Valpy, of Singapore, who visited the estate last February in the capacity of visiting agent. Mr. Valpy attributes the heavy loss in the output to the insufficient force of tapping coolies and to weather conditions, and recommends increased recruiting of Javanese and additional supervision of tapping operations.

GERMAN DEFENCES IN THE FAR EAST.

GENERAL BERNHARDI ON BRITISH DESIGNS.

General Bernhardi, author of the recent much-discussed work "Modern War," in an article in the Berlin *Post*, of May 5th, warns his countrymen against leaving Tsingtau in its present defenceless condition in view of the manifest resolve of Great Britain to oppose any real expansion of German power with arms, and the probability that she can count on Japanese support in an onslaught on the German position in Shantung. General Bernhardi, on a tour of the world he was making, visited Tsingtau and heard a story, already often quoted in the German Press, to the effect that at a critical moment in the Moroccan negotiations a British squadron appeared off Tsingtau. According to General Bernhardi, subsequent revelations removed all doubt that the squadron was merely waiting for a signal from London to attack a practically defenceless German settlement, the authorities of which were not even aware of the gravity of the situation. Since then, the General contends, there has been little change in Anglo-German relations, and the question has become more urgent in consequence of the revolution in China, in which Japan is believed to be deeply involved, and the possibility that the prevalent state of anarchy in the country may lead to a scramble among the Powers for spheres of interest. From personal observation General Bernhardi pronounces the present German defences to be totally inadequate and the town and harbour to be untenable against a heavy gunfire.

CONSPIRACY IN SIAM.

HIS MAJESTY COMMUTES THE DEATH SENTENCES.

The Bangkok *Times* of May 6th says:—The special court-martial ordered by the King for the trial of the persons implicated in the recent conspiracy against His Majesty, in the first instance it appeared to the court as if the conspirators banded themselves together with the single object of bringing about a change in the system of government of the country; but closer investigation revealed beyond doubt a plot to commit violence against the person of His Majesty the King. Among the conspirators there were some who were not altogether bent upon such an extreme measure; but their action in generally aiding and abetting by concealing the plot and refraining from giving information to the authorities renders them, in the eyes of the law, equally culpable and punishable under section 87, subsection 2, of the Civil Penal Code, which prescribes death for such offences. In the view of the court, while all the accused were liable to the extreme penalty of the law, there were considerable differences in the degrees of guilt among them, and this was to be considered, as well as the fact that certain of them had materially assisted the course of justice by their confession. The court was of opinion that there were sufficient reasons to confine the death penalty only to the few the nature of whose offence admitted no other course, and to let the rest have the benefit of extenuating circumstances as provided by section 89 of the Civil Penal Code, and have their sentences reduced by one-third or one-half, as the case may be, under section 87 of the same code. Accordingly the court decided to suggest five degrees of punishment to be applied to the prisoners in the present instance as follows: I. Death penalty, 3 persons; II. Death penalty, reduced by one-third to imprisonment for life, 30 persons; III. Death penalty, reduced by one-third, to 20 years imprisonment, 32 persons; IV. Death penalty, reduced by one-half, to 15 years imprisonment, 8 persons; V. Death penalty reduced by one-half, to 12 years imprisonment, 30 persons.

This report having been considered by the King, His Majesty was pleased to give his final decision in the following terms:—

"Having fully examined the judgment dated May 4th, 1911, of the court-martial which tried the 91 persons concerned in the attempt to create a mutiny, I find that the court in passing the sentences on the accused has acted in conformity with the law in every way. The most important point in their offence is the intention to do violence to my person. But I do not entertain any feelings of revenge against these persons, and consider that clemency, which is within my power to grant as the Sovereign, might be shown with regard to their punishment.

Therefore, the three persons sentenced by the judgment to receive punishment under category I, which is death, shall have their sentence commuted to that of category II, which is imprisonment for life. The persons sentenced under category II, which is imprisonment for life, shall have their sentence commuted to that under category III, namely: imprisonment for 20 years, to count from this day. With regard to the remaining 68 persons, of whom 32 are sentenced, under category III, to 20 years imprisonment, 8 under category IV, to 15 years imprisonment, and 30 under category V, to 12 years imprisonment, the execution of the sentences in these cases shall be suspended according to the provisions of section 41 and 42 of the Civil Penal Code, which deals with the conditional suspension of punishments. These accused shall also not be deprived as yet of their rank. But with regard to the 3 persons whose sentence has been commuted to that of the 2nd category and the 80 persons whose sentence has been commuted to that of category 3, altogether 23 persons, as already mentioned in the foregoing these persons shall all be deprived of their rank and position in accordance with the custom observed in connection with such sentences."

MALARIA IN NORTH SIAM.

HEAVY TOLL OF LIFE.

For more than a year past, the Bangkok *Times* says, the Chingmai Valley has been in the throes of an epidemic of malignant malaria. Large numbers have died. Sudden deaths due to an accumulation of the malarial parasites in the brain capillaries have been very common.

The special appeal which has been made to the Presbyterian Board of Foreign Missions to cope with the epidemic is being widely responded to, and the money collected for the purpose of combating the malarial parasite has been allotted to Chingmai and Nakawa.

A sum of \$3,150 has been cabled by the Board for fighting the epidemic, which has continued through two cool and one rainy season.

Thousands have died during the past eighteen months.

FOREIGN INSURANCE COMPANIES IN JAPAN.

The Japan Herald mentions a report that the Department of Agriculture and Commerce, having decided that it is necessary to revise the regulations controlling foreign insurance companies in conformity with the revision of the Insurance Law, is now carrying out investigations of the Imperial Ordinance and other regulations concerning foreign insurance. Up to the present all foreign insurance companies have furnished a security of 100,000 yen to the Government, but owing to the remarkable development of the business in Japan of late it is reported to have been informally decided to increase the amount of the security to 300,000 yen, with a view to protecting the insured as well as preventing the reckless establishment of new concerns. The revision is expected at the same time as the regulations relating to the enforcement of the revised Insurance Law.

R. G. KNOWLES.

THE CELEBRATED COMEDIAN.

Mr. R. G. Knowles returns from Manila on his way to Shanghai, and will give one performance in the Theatre Royal on Saturday, June 8th. He is a comedian of the first rank, and a brief description of his career may not be uninteresting to our readers.

Mr. Knowles, it should be stated at once, is an American humorist, but London has made him her own. In June, 1911, he celebrated his 30th anniversary at the Coliseum, from which it may be gathered that he is not exactly an unknown man. In London he was at first known as the "very peculiar American comedian," whose early encounters with the Trocadero audiences can only be described as a battle royal.

The official description of the newcomer was not a masterpiece of tact. The traffic between America and England, now vital to our stage as it is to that of New York, had not definitely begun. American humor was not understood, and might not yet be understood but for Knowles' dogged determination to plant the flag, and keep it flying. He has the rare faculty of overlooking his audience, of snatching a hostage from its ranks, of arguing the point with him humorously and effectively, then returning him to instruct his fellows and inspire them to friendship.

Next, it began to be interested in such personal detail as that of the inimitable "make up"—the opera hat made so quaintly disreputable by the simple expedient of breaking the front spring; the coat that had been the wedding garment of Mr. Knowles' maternal grandfather, a stern Covenantor; the white ducks, seen on the legs of a queer old "hoosier," riding into town on a horse that barely raised him from the ground, and "swapped" after long negotiation, for nothing less than a complete new suit. I suppose there never was an equipment so characteristic, so well-known throughout the world as that of Dick Knowles, unchanged through all these years. The sequel to his once assured success at the Trocadero was remarkable. Nightly for sixty-eight weeks he sang and danced—as none else ever danced—and let off his verbal fireworks there. Coincidentally, for forty-seven weeks, he appeared at the Empire.

It used to be a fashion to speak of this Trocadero triumph as Knowles' first important achievement in professional life. But this is ridiculous. He has the ancestry almost conventional to a comedian—a Scottish and an Irish, but particularly a Scotch stock in him that he was born at Hamilton, Ontario, Canada, rather more than fifty years ago, discarded a dry goods store for the stage, and, after various vicissitudes, was a member of the *Edinburgh Empire*, with an interlude of *Shakespeare*, and an interlude of *Edinburgh*, and a farce comedy entitled "A Pair of Jacks," when a holiday impulse brought him to England in 1891 and there he stayed.

His twenty years on the music hall stage cover a remarkable and an important chapter of its history—the Trocadero type of the old-style hall could hardly be improved on for its initial letter; nor the Coliseum, standing for all that is brightest and best in the variety world to-day, for its tail piece. Twenty years ago London had not heard the name of Oswald Stoll, a country youth cogitating the improvement of Levin's Hall, at Cardiff, into an Empire. It knew very little of Ed and Moss, just by way of associating a few provincial halls with the prosperous Edinburgh Empire. The Palace was stable as a rock to a public that had been called upon to prove its honest love of music, and signally failed. Trusts, syndicates and combinations were still unknown. The reconstruction of the London Pavilion from a glorified pot-house to what was, in fact, the first music hall "debut," apart from the Empire and the Alhambra, had induced a bubble of speculation which quickly burst, and the investing public was distrustful of that variety stage into which it has since poured millions. Mr. Knowles set foot in London at a most critical juncture in the development of the music hall as a vast industry, saw it sturdily shake itself together, and marched boldly forward with it. In the early success of the Tivoli and the Oxford he played his part. And then a travel hunger came upon him—a desire to prove his new importance in America, and to see the remoter English Colonies. It is probable that no music hall artist has travelled so far and wide, has heard the laughter of the world in such varying notation. For R. G. Knowles is still a music hall artist—jealous of the dignity of that calling, critical of its social amenities, bringing to it the financial acumen that might have made him as distinguished in commerce as he is in art. But he has shown a disposition to be a delightful deserter from the variety theatre and to add his name to the long list of theatrical, literary and music hall celebrities who have undertaken the responsibility of providing a complete entertainment.

Mr. Knowles has a perfect genius for descending upon a country, a city, for seeing somewhat of interest that none has seen before and vividly reproducing it. Then he will dash off at a tangent to a tune, a nonsense verse, a snatch of a song. With tireless industry he will discourse to Hongkong of England in the intervals of collecting local details for English delectation. And so the work of bringing the four corners of the earth into a kindly communion goes on.

A meeting of the Sanitary Board will be held to-day, when Mr. F. B. L. Rowley will move for the appointment of the Registrar-General as an additional member of the committee appointed by the Board recently to carry out the provisions of the laws for the prevention or mitigation of epidemic or contagious diseases in the Colony.

INTIMATIONS

ERUPTION COVERED HIS 3 CHILDREN

From Head to Foot. Heartrending to See Them Suffer Such Pain. Used Cuticura Soap and Ointment and Itching Stopped.

"My three children were covered with sores from head to foot and hands and arms. They first came out on the back like a lot of little blisters filled with water, and then broke into large sores till their back, arms and legs were nothing but sores. It was heart-rending to see the little things suffer with such pain and they would scratch themselves to pieces had they not been stopped."

"I tried several doctors' medicines and all kinds of ointments but nothing seemed to do them any good. They simply got worse until a friend of mine told me to get some Cuticura Soap and give them a good hot bath and then apply some Cuticura ointment. I did and after I had dressed them a time or two and used two tablets of Cuticura Soap and two boxes of Cuticura Ointment, the places began to dry up and the itching seemed to have stopped, as the children could go to sleep as soon as they were bathed and the Ointment applied."

"They had suffered about two months until I started with Cuticura. I used six tablets of Soap and about the same of Ointment and they soon began to look bright and healthy again, and now with skin to grow. I am pleased to say they are keeping so, but I am still keeping Cuticura Soap and Ointment by me. It is a good thing for scalds and burns." (Signed) William Dunn, 146 Brompton Road, Burton-on-Trent, England, Mar. 12, 1911.

A liberal sample of Cuticura Soap and Ointment with 25¢ book free from nearest depot: F. Newberry & Sons, 127, Charlotte St., London; E. Towns & Co., Sydney; N. S. W.; J. Lewis, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U. S. A.

87-1

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NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Malacca and Mauritius.)

THE Steamship

"ARRATON APCAR," Captain F. M. Stewart, will be despatched for the above Ports on MONDAY, the 10th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 4th June, 1912. [791]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are loaded. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent. Hongkong, 3rd June, 1912. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—Far Eastern News

Leading Articles:—

Reform for China.

Hongkong Cable Trade.

Tamir Reform and Labour Unrest.

Tibet.

Likin on the Railway.

The Outlook in China.

The Monroe Doctrine.

The Magistrate.

Universities for Bangkok.

Local Sport.

Hongkong Tennis League Table.

The "Soshu" Maru in Robbery.

The Motor Car in Hongkong.

Alleged Opium Deficiency.

Chewing Gum for Chinese.

Correspondence:—

Macao Affairs.

The B.O.C. Sports.

Government House.

China Inland Mission.

Compensation for Java Chinese.

Telegrams.

Yuan Shih Kai Interviewed.

Peking-Paris Race.

The Belgian Loan to China.

Empire Day in the Colony.

Wireless in the Dutch East Indies.

Hongkong Gymkhana Club.

Shanghai Trade.

The Trade of Peking.

Consuls in the Far East.

Foreign Squadron in Japanese Waters.

Death of a Notable Chinese.

The Secretaries to the Peking Cabinet.

Shipping News.

Christian Literature Society for China.

Alleged Theft of Child.

The New Commodore at Hongkong.

Rubber Companies.

Macao Notes.

Shanghai Electric Construction Company.

The Revised Laws of Hongkong.

The Loan Conditions.

Sequel to the Raymond Case.

Canton News.

The Plague Epidemic.

Company Report:—

A. S. Watson & Co., Ltd.

China's Financial Deadlock.

The Canton "Martyrs."

A Harbour Mystery.

Company Meetings:—

Star Ferry Co., Ltd.

The China-Borneo Co., Ltd.

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Hongkong Merchants and Likin.

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Extra copies 30 cents each. Cash.

Copies can be posted from this Office to addresses sent, including postage, 34 cents each.

81 Cash for three copies.

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Hongkong, 4th June, 1912.

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THEATRE ROYAL.

FOR ONE NIGHT ONLY.

SATURDAY, JUNE 8TH.

MAURICE E. BANDMANN

Presents.

THE WORLD-FAMOUS COMEDIAN,

R. G. KNOWLES

AND CONSTELLATION OF STARS FROM THE LONDON HALLS.

IN AN ENTERTAINMENT

RICH IN LAUGHTER.

BRIGHT WITH MELODY AND MIRTH.

Sparkling with scintillating wit, humor, music and topiography. Startling acrobatic feats form a varied programme of the most up-to-date and advanced vaudeville.

TIME AND PRICES AS USUAL.

Plan Now Open at MOUTRIE & Co.

Light Refreshments supplied by Weissmann, Ltd.

Hongkong, 3rd June, 1912. [790]

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TRAINS at 2 P.M. and every half hour till 10.30 P.M., except 5.00 and 5.31 P.M.

Fare 30 cents.

Children under 12 years of age half fare.

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Hongkong, 15th May, 1912. [671]

VICTORIA THEATRE.

Two Performances:—

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TONIGHT! TONIGHT!

The Greatest Dramatic Picture ever presented ANOTHER SCENARIO FOR ANOTHER WEEK-END, "LADY OF THE CAMELIAS."

In which the Leading Part is played by the GREAT and POPULAR ARTIST, SARAH BERNHARDT.

FOR A FEW NIGHTS ONLY.

Come Early.

SAM GALE AND SADIE,

In New Songs and Dances.

THE BRENNANS.

Entire Change.

Hongkong, 31st May, 1912. [58]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from B. A. HALE, Esq., to sell by Public Auction,

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the 4th June, 1912, commencing at 2.45 P.M., at "Welburn," No. 81, The Peak,

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HOUSEHOLD FURNITURE,

Comprising:—

TEAK EXTENSION DINING TABLE,

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BATH ROOM and PANTRY requisites.

A few pieces of CANTON BLACKWOOD

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On View from SUNDAY, the 2nd June, 1912.

Catalogue will be sent.

Terms:—Cash on delivery.

GEO. P. LAMMEET,

Auctioneer.

Hongkong, 25th May, 1912. [751]

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Hongkong, 13th March, 1912.

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E. J. H. A. DELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 17th May, 1912. [22]

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Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000

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N. J. STARR, Chief Manager.

Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

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PAID UP CAPITAL.....£1,200,000

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shorter periods at rates which will be quoted

on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED.....£1,250,000

PAID UP.....£1,250,0

GETTING THE NEWS!

AN ACCOUNT OF THE GREATEST "STORY" IN HISTORY.

["EXPRESS" CORRESPONDENT.]

New York, April 23rd.

You may be interested in a summary of the manner in which the greatest news event of our time was covered. Never in the history of American journalism has there been an occasion that necessitated the intense, concentrated strain and rapid working crowded into the few dark hours of Thursday night and Friday morning, after the *Carpathia* landed her tragic human cargo in New York. It was a dynamic drive of five hours, through which we were buoyed by the excitement, but we felt the reaction later, and only now are we returning to normal.

To begin chronologically. None of us knew until toward the end whether we would be permitted to meet the *Carpathia* some distance away from New York, and, by boarding her, secure the revelations of the passengers leisurely and with greater primary detail, or whether all the work would have to be done with un-aided haste at the pier, after the vessel docked. The Federal Government was willing to send a revenue cutter from Boston and another from New York, with reporters aboard, to intercept the *Carpathia*, but this offer was made contingent on consent being granted by the White Star and Cunard Lines. Both companies refused permission, and the plan had to be abandoned.

CUTTING THE RED TAPE.

Then we turned our attention to cutting the red tape that blocked the passage to the pier. The steamship companies muttered about cravings of abnormal curiosity—as if we were trying to arrange a pleasurable jaunt—and the J. Pierpont Morgan Company, which organized the Shipping Trust, put itself on record, to cut great good fortune. The firm wrote to Mr. Leach, collector of the Port of New York, who has control of all pier passes, urging that newspaper representatives be barred from the wharf. The collector immediately made the letter public, and all objection to the presence of reporters on the pier instantly vanished—a tribute to the uses of publicity in a democracy.

A third difficulty arose, concerning the distribution of tickets. Three hundred applications for Press passes were received, and, of course, all could not be granted. It was decided to allow only the three Press associations to be represented at the wharf when the survivors disembarked. Ten tickets were given to each association, and all other applications were refused. There was an immediate reading of the Riot Act by the New York newspapers. So there was a reconsideration, and the tickets to the Press agencies were recalled. In their stead, each agency received six passes, each New York morning paper four, and each New York evening paper two. After further agitation, two or three representatives of London papers were included in the distribution, but no other paper received any of the precious yellow cards. Perhaps one hundred Press tickets were issued in all.

Belief was general that the *Carpathia* would not arrive at her pier until after midnight, if, indeed, she were not held back by fog until daylight. She might slip through the mist an hour or two before midnight, but whatever the time, it would be so late that the utmost haste would be necessary in transmitting details of the *Titanic's* awful fate from the pier—for the quantity of news demanded was measured by pages and not columns.

HOLDING THE WIRES.

The newspapers and Press associations engaged for the night practically every room in an hotel opposite the Cunard pier, in West-street. From this hotel, two, three, and four private telephones were run to the newspaper and Press associations' offices, all the wires being strung for that one night only. There are several public telephones on the pier, and a few early arrivals among the reporters rang up their offices from the wharf, and kept talking about the weather until the *Carpathia* arrived. Then the first brief words from the first passengers' arrival were rushed to the waiting reporters in the pier telephone booth by their associates, thus saving the three or four minutes necessary to cross West-street. First editions were being held like crouching sprinters for the starting shot, and a minute saved then was the equal of an hour in normal times.

But the public telephone could not be held captive long, for men were too badly needed to interview the survivors. Press tickets had been distributed too sparingly for reporters to act as telephone controls when the rush really began, and after a hundred or so initial words were sent through the public telephones they were deserted.

Thereafter, as each reporter got an interview, he raced across West-street to the hotel, speeded into the private room his paper or Press association had rented, and dictated his story over his private wire to an expert typist with receiver adjusted to his ears. Then the reporter made a breathless journey back to the pier for more interviews. The best reporters only were assigned to the interviewing work, and probably never before have so many highly-paid journalists been pitted against one another in so concentrated an area.

But the best of the best, the highest magnitude stars on the principal morning papers, did no actual work at all at the pier. They were there, but they spent perhaps half an hour listening to the interviewers at work—and absorbing the atmosphere. Then they motored back full speed to their offices. Thereafter they were the "lead" writers. Not leader, the American "lead" is the

LIGHTNING INTERVIEWS.

On the pier it was simply a question of lightning action, seizing any passenger who happened to be nearest, and squeezing him dry in the shortest possible time. You had to take whoever came to hand. Selection was impossible. Hysterical women, pale-faced men, women carrying cooing, wide-eyed babies, one man bearing a little brown dog saved from the wreck, solicitous relatives, all were jumped together in a great mass about the gang-plank, and in small, isolated, weeping groups up and down the length of the pier.

The fleeting seconds could not be wasted trying to induce reluctant passengers to relate their experiences. Each lost second meant two words lost, and each word that night was beyond all wealth. If a survivor would not respond instantly to leading questions, there was a rush for someone else, for the whole world was crying for copy, copy, copy.

Never before was there such urgent necessity for immediate copy. Only once did I see any time thrown away squeezing a stone. The first people off the boat were Dr. Frauenthal, a well-known New York physician, and his wife. He was one of the few passengers recognized—by his flowing red beard. His wife was ill, and she was taken immediately to a waiting motor-car, but the doctor remained behind a moment, and the reporters instantly surrounded him. He started to talk, when relatives rushed up and dragged him off, telling him he must not say a word.

The reporters followed, and he swayed back with them. He was perfectly willing to be interviewed, but his friends again surrounded him, and away he was dragged once more under guard. They got him a third time, and a fourth, but his relatives became greatly excited, shouting he was a physician and must keep out of the newspapers. He himself was too bewildered now to do anything more than grin in a nervous, hesitant manner. All the while a woman reporter kept shouting at him: "Doctor, your patients want to know about your rescue! Please remember your patients are very anxious about you!"

None of the others could get in a word while the woman continued her psychological experiment of trying to impress on the doctor that it was his duty to his patients to talk. The incident took not more than two or three minutes. Other passengers were pushing through the lane of people who lined the way from the gang-plank, and so the reporters could spare no more time with the doctor.

My presence on the pier was due to my belief that quicker action in the long run would be possible if I could see things for myself and then return to my office. So, I arranged with the day editor of the *Laffan Bureau*, Mr. Carroll, to assist me during the evening. I left him in charge of my cable hook at 8.30 on Thursday evening, and went to the pier. I counted on being able to get back to my office by the time the real work was starting, and luck was with me. I saw no other representative of an English paper on the pier.

UNNERVING SCENES.

Most of the first passengers off the *Carpathia* were hysterical and could not be interviewed. They were principally women, and their pitiful screams as they threw themselves into the arms of their relatives would have unnerved us under any ordinary circumstance. I was after British views, principally, and I dropped two or three Americans when the passengers began to flow into the covered pier, after a brief word with them. Then Fate flung me at a London resident, and when his narrative was secured, I had the good fortune to be able to squeeze through a group surrounding a woman survivor living in Calgary. I put queries to her, and she was so calm and business-like that the questions and answers flew like the discharge of gatlings.

About twenty minutes had now gone since the docking of the *Carpathia*. I did not want to remain away from my office any longer, and leaving the pier on the run, I looked around for a taxicab to take me across Fourteenth-street to the subway. I saw none disengaged, and so I boarded a Fourteenth-street electric tram. It was crowded, but luck came again. On the tram was an English woman steamer survivor. I interviewed her during the ten-minute ride across Fourteenth-street, though with much difficulty, for her father was with her, and they were too wrapped in each other, after her restoration from the sea, for her to pay much attention to me. However, I got some essential points from her—notably that though asleep forward at the time of the collision, she had heard nothing whatever.

By half-past ten I was back at my cable hook with three exclusive interviews. The news was just starting to rush in over the telephones. A brief introduction I had written before leaving the office, subject to telephonic change from the pier, which turned out to be unnecessary, had been placed on the wire for you, as well as about a hundred additional words which Mr. Carroll had been able to glean.

IN THE WIRE ROOM.

Once in my office, I began writing my interviews, handling the matter, about thirty words at a time, to the capable operator, some ten feet away. I worked in the operating room, with fifteen to twenty telegraph instruments ticking loudly on all sides, but I heard not a single sound. Completing my three interviews, I gave my attention to the *Laffan Bureau's* report. Mr. Carroll had been busy going through the *Laffan* copy, marking the most important details, while I was cabling my own manuscript, and he had it all tabulated for me when I was ready to receive it. I was able to use some, but the matter was pouring out like half a dozen floods, and because of the rapidity with which I had to work, owing to the five hours' difference in time between New York and London, I was far ahead of the *Laffan* matter. Page three of

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TELEPHONE 346.

TABLE

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the strengthening and invigorating qualities of the World's famous medicine—BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

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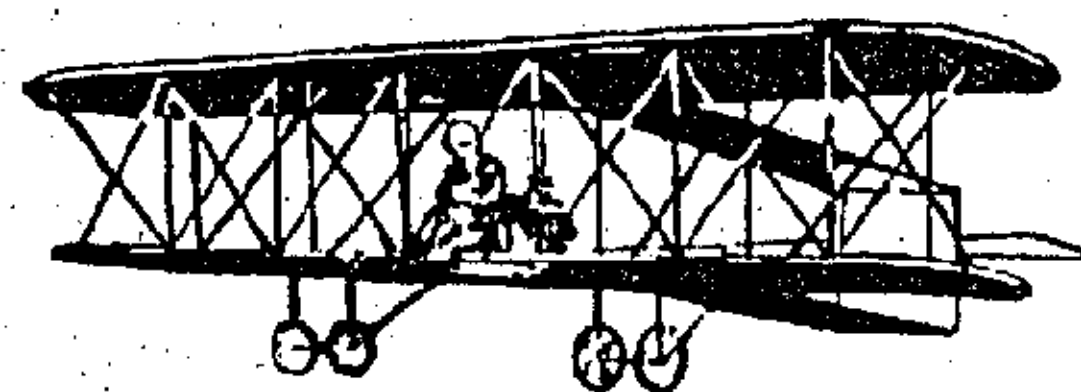
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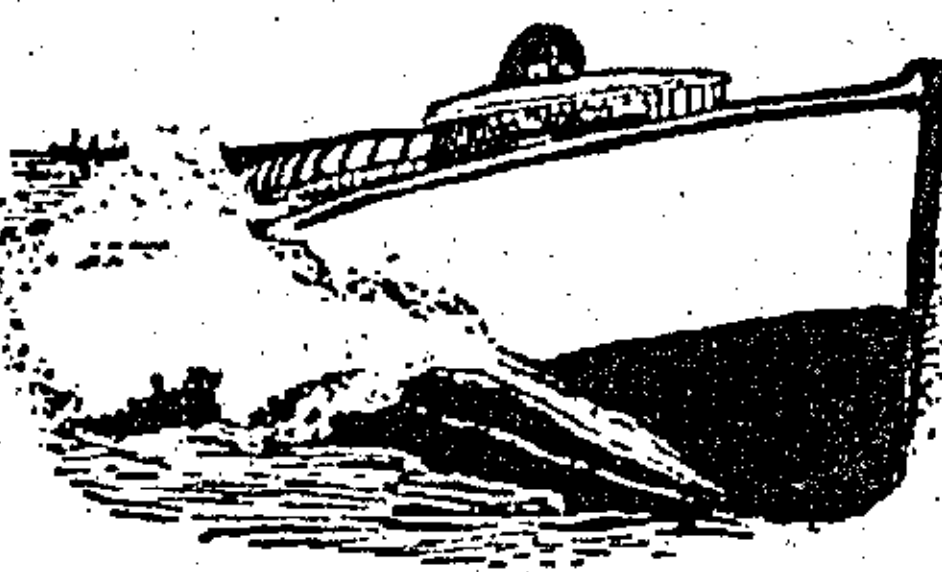
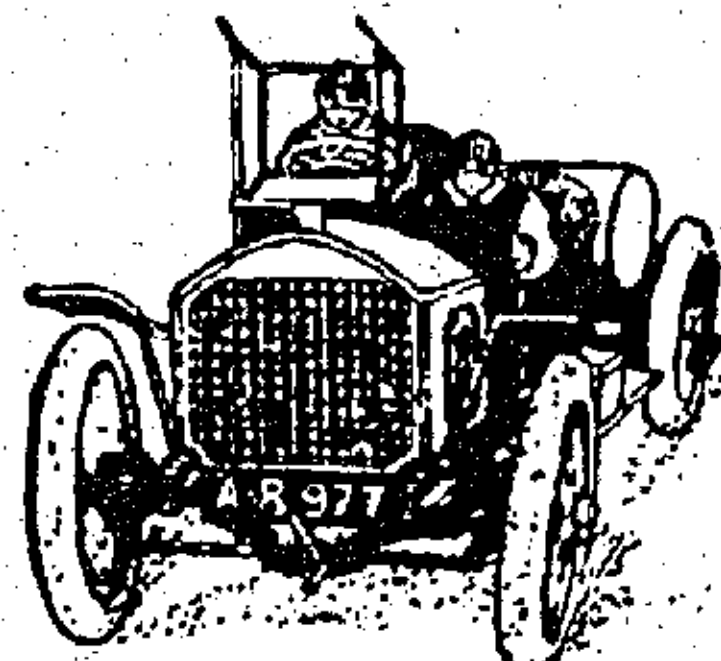
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"SQUARE BOTTLE"

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VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Korea* from San Francisco sailed from Yokohama on the 28th May (carrying U.S. mails), en route to Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 10th June.
The P.M. str. *Siberia* left San Francisco on the 28th May, for Hongkong via Honolulu, and is due to arrive at Hongkong on the 10th June.

THE AUSTRALIAN MAIL.
The E. & A. str. *Empire* from Sydney, etc., left Port Darwin on the 23rd May, for Manila and this port.
The E. & A. str. *Aldenhurst* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).
The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 31st May, and is expected here on the 4th June.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd May, and is expected here on or about the 24th June.
The I.G.M. str. *Prinz Eitel Friedrich* left Sydney on the 1st June, at 11 a.m., and may be expected here on or about the 24th June.

THE GERMAN MAIL.
The L.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 15th May, left from Cologne on the 1st June, and may be expected here on or about the 12th June, a.m.

MERCHANT STEAMERS.
The str. *Japan*, from Calcutta, left Singapore on the 29th May, p.m., and may be expected here on or about the 4th June.

The N.Y.K. str. *Tango Maru* (European Line) left Singapore for this port on the 29th May, and is expected here on the 4th June.

The H.A.L. str. *Seppin* left Singapore on the 26th May, p.m., and may be expected here on or about the 5th June, a.m.

The str. *Indravelli* passed the Suez Canal on the 10th May, and is due here on or about 6th June.

The N.Y.K. str. *Kobu Maru* (Bomby Line) left Singapore for this port on the 31st May, and is expected here on the 6th June.

The N.Y.K. str. *Bombay Maru* (Bomby Line) left Kobe for this port via Moji on the 31st May, and is expected here on the 7th June.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Kobe for this port via Moji on the 31st May, and is expected here on the 7th June.

The str. *Glenroy* passed the Suez Canal on the 10th May, and is due here on or about 6th June.

The N.Y.K. str. *Tamba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 31st May, and is expected here on the 9th June.

The "Mogul Line" str. *Atoll* left the United Kingdom on the 26th May, for Hongkong via the Straits.

The "Ben Line" str. *Bendloch* from Antwerp, Middlesbrough and London left Singapore on the 26th May for this port via Moji and Shanghai on the 31st May, and is expected here on the 9th June.

The N.Y.K. str. *Taka Maru* (Bomby Line) left Bombay for this port on the 31st May, and is expected here on the 10th June.

The American & Manchurian Line str. *Kansas* passed the Suez Canal on the 21st May, and is due here on or about 10th June.

The T.K.K. str. *Kiya Maru* sailed from Valparaiso, Chile, on the 8th May for Hongkong, and is expected here on the 28th July.

The Swedish East Asiatic str. *Canton* left Suez on the 29th May, and is expected here on or about the 29th June.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Pankeyang, from Moji, is due in Hongkong 7th June.

SHIRE LINE.
The "Shire Line" str. *Monmouthshire* left Singapore for Hongkong on the 31st May, and may be expected here on or about 7th June.

Pembroke, from London, is due in Hongkong 26th June.
Namsang, from Calcutta, is due in Hongkong 10th June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Muttra, from Rangoon, is due in Hongkong 7th June.
Indradevi, from New York, is due in Hongkong 7th June.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory June 3rd.

Previous On Date On Date
Day Day at 2 p.m. at 2 p.m.
29.88 29.87 29.83
78 76 82
76 94 84
S.W. 0 0
0 0
0 0.58

Highest open air Temperature on 2nd ... 84
Lowest open air Temperature on 2nd ... 75

SHIPPING IN PORT.

STEAMERS.

AXAX, British str., 4,477, Williamson, 26th May—Liverpool and Singapore 22nd May, General—Butterfield & Swire.
ALESIA, German str., 3,228, Habel, 29th May—Singapore 23rd May, General—Hamburg-Amerika Linie.

ARCADIA, German str., 3,200, A. Luning, 26th May—Hankow 20th May, General—Hamburg-Amerika Linie.
CARL DIEDERICHSEN, German str., 774, Ch. Jurgensen, 27th May—Hoihow 26th May, Coal and General—Jensen & Co.

CHIPSINGO, British str., 1,199, Mooney, 30th May—Tientsin 22nd May, General—Jardine, Matheson & Co.

CHUYEN, Chinese str., 1,177, Jamieson, 25th May—Shanghai 22nd May, General—Chinese.

CHOYANG, British str., 1,222, M. Courtney, 21st May—Shanghai 17th May, General—Jardine, Matheson & Co.

DIWATA, British str., 3,400, W. J. Bishop, 30th May—Moji 28th May, General—David Sassoon & Co., Ltd.

ERVICKEN, Norwegian str., 1,344, Argenson, 20th May—Nanchang 14th May—Mitsui Bussan Kaisha.

EXETER, British str., 2,657, E. Jones, 23rd May—Shanghai 20th May, Ballast—Asiatic Petroleum Co.

HAITAN, British str., 1,182, J. S. Roach, 2nd May—Swatow 14th May, Tea and General—Douglas, LaPraik & Co.

HALIOTIS, Dutch str., 1,070, P. Fries, 30th May—Singapore 14th May, Bulk Oil—Asiatic Petroleum Co.

HANOT, French str., 730, Boubier, 1st June—Peking 29th May, General—A. R. Marty.

HONGKONG, French str., 730, A. Corneilissen, 25th May—Haiphong 22nd May, Rice and General—A. R. Marty.

HAIN CHING, Chinese str., 1,253, Hamblin, 31st May—Shanghai 28th May, General—C. M. S. N. Co.

KAIFONG, British str., 987, J. V. Sidford, 31st May—Manila 28th May, General—Butterfield & Swire.

KATTO MARU, Japanese str., 3,080, Y. Yomamoto, 1st June—Foschoo 30th May, General—Osaka Shosen Kaisha.

KAMAKURA MARU, Japanese str., 6,126, Soyeda, 20th May—Seattle 23rd April, Flour and General—Nippon Yusen Kaisha.

KWONGSANG, British str., 1,423, W. F. Richard, 2nd June—Shanghai 24th May, General—Jardine, Matheson & Co.

LAERTES, British str., 1,340, E. C. Page, 26th May—Saigon 24th May, Rice and General—Order.

LYEEMOON, German str., 1,238, Hallkopp, 31st May—Saigon 28th May, General—Hamburg-Amerika Linie.

MAYBAG, British str., 1,444, G. S. Waigall, 26th May—Sandakan 20th May, Timber and Salt Fish—Jardine, Matheson & Co.

MICHAEL JENSEN, German str., 951, T. Petersen, 23rd May—Saigon 19th May, Rice—Jensen & Co.

MUNCASTER CASTLE, British str., 4,575, E. R. Howe, 25th May—Shanghai 22nd May, General—Dudwell & Co.

ORTHEUS, British str., 3,997, J. S. Findlay, 22nd May—Kutchinotzu 16th May, General—Bank Line, Ltd.

PERSIA, British str., 2,744, J. Hill, 2nd June—San Francisco 4th May, Mails and General—Pacific Mail S.S. Co.

RUMI, American str., 1,408, S. A. Crosby, 17th May—Manila 14th May, General—Shewan, Tomes & Co.

SAHINE RICKMERS, Dutch str., 573, E. R. de Vries, 30th May—Haiphong 24th May, Ballast—Asiatic Petroleum Co.

SHANGTUNG, British str., 1,835, J. Robinson, 1st June—Moji 16th May, Coal—Mitsui Bussan Kaisha.

SIXIAN, British str., 1,047, Jamieson, 2nd June—Haiphong 30th May, Rice and General—Butterfield & Swire.

TEAN, British str., 1,346, A. W. Outbridge, 24th May—Manila 21st May, General—Butterfield & Swire.

TENYO MARU, Japanese str., 2,268, E. Bent, 25th May—San Francisco 24th April, Mails and General—T. K. K.

YESAN MARU, Japanese str., 2,329, S. Horiye, 30th May—Moji 21st May, Coal—Mitsui Bussan Kaisha.

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9th 10

10th 10

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Frequent sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

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THE BANK LINE, LIMITED,
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A HOLIDAY AT HOME. AND A WAY
TO GET THERE THAT'S A HOLIDAY.

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See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestras. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

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PERIA	9,000	TUESDAY,	11th June, at 1 P.M.
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CHINA	10,200	TUESDAY,	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	16th July, at 1 P.M.
NILE	11,000	TUESDAY,	30th July, at 1 P.M.
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HONGKONG TO CANTON. CANTON TO HONGKONG
TUESDAY, 4th JUNE, 1912.
8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

WEDNESDAY, 5th JUNE, 1912.
8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
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HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.
SUNDAY, 3rd JUNE.
The Company's Steamship "SUI AN,"
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 4 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.
CANTON-MACAO LINE.
S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.
S.S. "SAINAM," 568 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANULI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]



TOYO KISEN KAISHA

TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU... 21,000 tons.
S.S. CHIYO MARU... 21,000 tons.
S.S. SHINTO MARU... 21,000 tons.

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE).
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing world's happenings by wireless.
WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
77, WATER STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... On 29th June.
Kobe and MOJI ...
For Freight and Further Particulars, apply to
Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEK, SUER AND PORT SAID.
S.S. "AFRICA," 5,870 tons, will leave as above on 19th June, at 6 p.m.
TO SHANGHAI.
Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap rates, Hongkong-Trieste, Venice \$20 1st, \$36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE.
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice \$23, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Back Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 31st May, 1912. [135]

RUSSIAN VOLUNTEER FLEET.

THE Steamers of the Russian Volunteer Fleet will from now on regularly call at Hongkong according to the dates of sailing, printed below.
First-class steamers manned by European crews only.

Low passage rates.
Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and medicaments free.

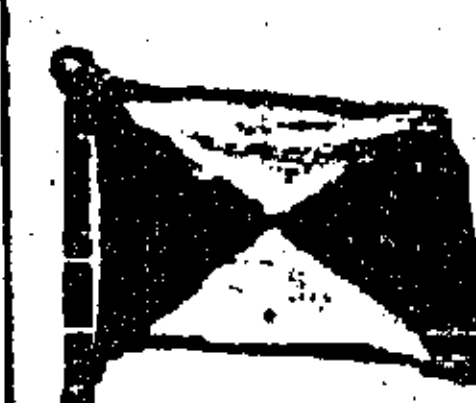
PROJECTED SAILINGS FROM HONGKONG:
HOMeward. OUTWARD.

VIA	VIA
SINGAPORE, PENANG, COLOMBO, JIBUTI, HODEIDA, JEDA, PORT SAID, BRYOUT, CONSTANTINOPLE, THEODOSIA, BATUM, ODESSA.	NAGASAKI, VLADIVOSTOK.

S. S.	S. S.
"KOURSKE," 6,400 R.T., Commander G. Padalka, 16-17 June.	"PERM," 4,140 R.T., Commander J. Kahlani, 13-14 June.
"PERM," 4,140 R.T., Commander J. Kahlani, 27-28 July.	"MOGHILEV," 6,200 R.T., Commander J. Stetky, 14-15 July.
"NIJNI-NOVGOROD," 3,367 R.T., Commander S. Kostromitoff, 10-11 Sept.	"NIJNI-NOVGOROD," 3,367 R.T., Commander S. Kostromitoff, 8-9 Aug.
"VORONEJ," 5,616 R.T., Commander Ret. Rear Admiral P. Oranovsky, 3-4 Sept.	"VORONEJ," 5,616 R.T., Commander Ret. Rear Admiral P. Oranovsky, 3-4 Sept.
"KOSTROMA," 3,505 R.T., Commander V. Petroff-Tokareff, 29-30 Sept.	"KOSTROMA," 3,505 R.T., Commander V. Petroff-Tokareff, 29-30 Sept.
"YAROSLAVL," 4,494 R.T., Commander L. Alexoff, 23-24 Nov.	"YAROSLAVL," 4,494 R.T., Commander L. Alexoff, 23-24 Nov.
"KOURSKE," 6,400 R.T., Commander G. Padalka, 21-22 Dec.	"KOURSKE," 6,400 R.T., Commander G. Padalka, 21-22 Dec.
	"VLADIMIR," 2,620 R.T., Commander Ret. Rear Admiral J. Skalsky, 25-26 Dec.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-Tientsin and Vladivostok-Nagasaki, Shanghai in connection with the Trans-Siberian Express Trains. Also a line between Vladivostok and Kamchatka and Saghalin ports.

For Freight, passages and further particulars, apply to
CAPTAIN D. A. LUKHMANOFF, AGENT,
HOTEL MANSIONS, Nos. 12A and 14, Third Floor.
717 Telephone No. 1224.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th June, 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 20th June, 4 p.m.

For Freight or Passage, apply to
HONGKONG 1st June, 1912.
SEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. CO. [113]

NEW-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH
Alcority, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. Lamb, C.L., Shanghai.
Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. La T. Leatham, Shanghai.
Athena, auxiliary tug, 615 tons, 1,400 h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. E. Pritchard, Kiangtse.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darvall, Hankow.
Cadmus, British sloop, 1,070 tons, 1,400 h.p., f.d., Comdr. Hugh P. E. Williams, Hongkong.
Cambria, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. J. E. Drummond, Shanghai.
Cherry, water tank and tug, 390 tons, 1,400 h.p., Master W. Smith, Hongkong.
Clive, British sloop, 1,070 tons, 1,400 h.p., Comdr. H. E. Veale, Canton.
Fame, torpedo-boat destroyer, 340 tons, 2,000 h.p., Lt. Comdr. H. S. Monro, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain C. F. Corbett, M.V.O., Hongkong.
Hasty, torpedo-boat destroyer, 295 tons, 6 guns, 2,000 h.p., Lieut. Comdr. E. Bodiam, Whelan, West River.
Jauns, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. Maxwell, Swatow.
Kent, armoured cruiser, 9,800 tons, 14 guns, 1,400 h.p., 22,000, Capt. Allen T. Hunt, Hongkong.
Kieka, river gun boat, 616 tons, 1,400 h.p., Lt. Comdr. H. Marryat, Hankow.
Morin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Pucco, Surveying Duties.
Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Wintle, K.C.B., C.V.O., C.M.G., 14,600 tons, 1,400 h.p., 27,000.
Capt. G. C. Cayley, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, 1,400 h.p., 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.
Moonraker, river gunboat, 180 tons, 2 guns, 1,400 h.p., Lieut. Comdr. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George E. E. Hunt, D.S.O., Shanghai.
Nightingale, river gunboat, 65 tons, 240 h.p., Lt. Comdr. Malcolm Murray R.N., Yang-tze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Seymour, Hongkong.
Pegasus, protected cruiser, 2,135 tons, 1,400 h.p., 5,000 (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.
Prometheus, 3rd class cruiser, 2,135 tons, 1,400 h.p., Comdr. P. H. Warleigh, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Shanghai.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Allan Dixon, West River.
Rosario, depot ship for Submarines, 950 tons, 1,400, Lt. Comdr. N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. I. A. S. H. Hutton, Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo boat destroyer, 305 tons, 1,400 h.p., Lt. Comdr. Brickenden, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 900 h.p., Lieut. Comdr. Hon. Guy Stopford, Chang-kiang.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. R. N. Cottrell-Dormer, Hankow.
Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. B. W. Bluet, Hongkong.
Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. F. A. Rayne, Hongkong.
Weland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. T. R. Chambers, Hongkong.
Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. E. Hartford, Hongkong.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"DIWBARA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriters.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 30th May, 1912. [759]

NORDDEUTSCHE LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th June, at 9.30 a.m.

All Claims must reach us before the 12th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriters.

This Steamer brings Cargo:

Ex s.s. "Dandolo" from Venice.

Ex s.s. "G. Weermann" from Africa.

NORDDEUTSCHE LLOYD, MELCHERS & Co., General Agents.

Hongkong, 29th May, 1912. [5]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT

Subscription, paid in advance, \$12 per annum. Postage 25 to any part of the World.

SHIPPING

ARRIVALS.

AFRICA, Austrian str., 2,614, M. Mareizig, 3rd June—Trieste 4th May, General. Sander, Wiener & Co.
CHINA, British str., 1,397, F. McGarity, 2nd June—Chefoo 27th May, General. Butterfield & Swire.
CHINA, British str., 1,350, H. Walker, 3rd June—Shanghai 30th May, General. Butterfield & Swire.
CROATIA, Russian str., 2,919, J. Lardot, 2nd June—Singapore 27th May, General. Chinese.
DEVAOSSE, German str., 1,057, E. Gathmann, 2nd June—Bangkok 24th May, Rice and General. Butterfield & Swire.
ENNER STONES, French str., 1,562, R. Girard, 3rd June—Yokohama 25th May, General. Messageries Maritimes.
HALLS, Norwegian str., 1,065, G. Solberg, 2nd June—Bangkok 24th May, Rice and General. Butterfield & Swire.
HANYANG, British str., 1,115, Cogan, 3rd June—Wakamatsu 24th May, Coal. Butterfield & Swire.
JENSEN, Japanese str., 2,045, Mashida, 3rd June—Singapore 25th May, General. Nippon Yusen Kaisha.
KITANO MARU, Japanese str., 5,277, F. E. Cope, 3rd June—Shanghai 30th May, General. Nippon Yusen Kaisha.
KIMONO MARU, Japanese str., 1,147, M. Winkler, 3rd June—Australia 24th May, Flour and General. Nippon Yusen Kaisha.
PERKINS, German str., 1,373, C. Gossel, 2nd June—Bangkok 24th May, Rice and Meat. Butterfield & Swire.

DEPARTURES.

AFRICA, Austrian str., for Shanghai.
HELSKE, German str., for Haiphong.

SHIPPING REPORT.

The British str. *Chincha* reports: Light southerly wind.
The British str. *Africa* reports: Fine clear weather and light S.W. monsoon.

PASSENGERS.

ARRIVED.
Per *Chincha*, from Shanghai, Capt. Morse.
Per *Africa*, from Trieste, Mrs. H. Feinmann and infant and Mrs. H. Wassmann.
Per *Empire*, from Hongkong, from Sydney, Mr. C. E. Lucas, Mr. G. N. Houllick, Mr. H. D. White, Mr. Gordon, Miss M. Walker, Mr. A. Brodick, Mr. E. R. Marston, Miss Mona Allen, Mrs. E. Horton, Mr. P. L. Gilkinson, Mr. A. W. Palfreyman, Mrs. A. Palfreyman, Mr. E. H. Flock, Mr. and Mrs. Grant, Captain and Mrs. Richard, Miss Gladys Richard, Mr. J. A. Noonan, Mr. S. Synn, Mr. W. Daley, Mr. L. Bryant, Mrs. G. F. Hill, Judge and Mrs. Ross, Mrs. Geo. Richards, Mr. A. B. Atkin, Mr. J. B. Chevalier, Mr. and Mrs. Holliday, Mr. G. Martinez, Mr. C. Seitz, Mrs. B. Pfeiffer and 2 children, Mr. and Mrs. F. L. Clyde.
Per *Kumano Maru*, from Hongkong, from Sydney, Mr. Alcantara, Mr. and Mrs. W. Baldwin, Mr. M. Blanco, Mr. B. Duncan, Mrs. C. Dichosa and child, Mr. J. A. Fowler, Mr. and Mrs. Foy and child, Mr. L. J. Fattley, Mr. A. Gore, Mr. J. F. Greig, Miss E. Jones, Mr. and Mrs. D. Jones, Mr. M. A. Laughlin, Mr. Nitos, Mr. R. B. Pond, Mr. E. Pond, Mr. R. C. Russell, Mr. K. Tanakamaru, Mr. T. W. Roy, Mr. S. Bernades, Mr. A. Millar and Mr. M. Marco.
Per *Kumano Maru*, from Hongkong, from Shanghai, etc., Master, Mrs. Miss Clark, Mr. I. Inai, Miss K. Kusumoto, Mr. H. Kusumoto, Master S. Kusumoto, Mr. M. Howie, Mr. Baron Munok, Mr. Meli, Mr. O. Cohen, Miss Cohen, Miss and Mrs. O. Cohen, Mr. Cohen, Mr. and Mrs. J. P. Marley, Mr. Cohen, Mr. T. Sinclair, Mr. and Mrs. J. E. Bing-ham, Miss Keller, Mr. Gochukai, Mr. J. Atubara, Miss S. Kusakabe, Miss I. Odawara, Mr. T. Nagano, Mr. Henry Baptist and Mr. J. C. Palmer.
Per *Ernest Simons*, from Hongkong, from Yokohama, Mr. and Mrs. Meyer, from Kobe, Mr. and Mrs. Kuni, Messrs. Nakamura, Yutatake, Thibata, Shimono, Mr. Yutatake, Hamano, Arita, Shimono, Matsuda, Suzawa, from Shanghai, Mr. M. de Perkhoff, Mr. St. Babier and Mr. M. N. Tsai and Abraham.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Scandin* left Shanghai on the 2nd June, and may be expected here on or about the 6th June, a.m.
The I.G.M. str. *Prinz Sigismund*, which left here on the 28th May, at 6 p.m., arrived at Kobe on the 3rd June, at 7 a.m.

HONGKONG TIDE TABLE.

From 4th to 10th June, 1912.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Tues.	4	h. m. 10 38	ft. in. 7 0	h. m. 7 5	ft. in. 1 0
Wed.	5	No info.	high 7 56	low 1 2	
Thurs.	6	No info.	high 8 1	low 1 4	
Fri.	7	No info.	high 8 51	low 1 6	
Sat.	8	No info.	high 9 44	low 1 8	
Sun.	9	No info.	high 10 34	low 2 0	
Mon.	10	No info.	high 11 22	low 2 2	

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong, "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BEFT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON & ANTWERP	GLENNSTRAN	Brit. str.	—	Jas. McGilivray	SHAWAN TOMES & Co.	To-morrow.	
LONDON, via Usual Ports of Call	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.	
LONDON & ANTWERP	SYRIA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 17th inst.	
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	—	Bremer	JARDINE MATHESON & Co., Ltd.	About 30th inst.	
ROTTERDAM, HAMBURG & ANTWERP	BAYERN	Ger. str.	k. w.	Kekhorn	HAMBURG-AMERIKA LINIE	On 18th inst.	
ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	k. w.	Kekhorn	HAMBURG-AMERIKA LINIE	On 29th inst.	
HAYRE, BREMEN & HAMBURG	SCANDIA	Ger. str.	k. w.	Kekhorn	HAMBURG-AMERIKA LINIE	On 6th inst.	
HAYRE, BREMEN & HAMBURG	ALBESIA	Ger. str.	k. w.	F. E. Cope	NIPPON YUSEN KAISHA	To-morrow, at Daylight.	
MARSEILLES, LONDON & ANTWERP	KITANO MARU	Ger. str.	k. w.	Helfer	HAMBURG-AMERIKA LINIE	On 13th inst.	
MARSEILLES, HAMBURG & ANTWERP	ANDALUSIA	Ger. str.	k. w.	Metzenhuth	HAMBURG-AMERIKA LINIE	On 23rd inst.	
MARSEILLES, HAMBURG & ANTWERP	LIDERIA	Ger. str.	k. w.	K. Soyeda	NIPPON YUSEN KAISHA	To-day, at 4 p.m.	
VICTORIA, B.C. & SEATTLE via KEELUNG	KAKAKURA MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 13th inst., at 1 p.m.	
VICTORIA, B.C. & TACOMA via SHANGHAI	CHICAGO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 25th inst., at 1 p.m.	
VICTORIA, B.C. & TACOMA via SHANGHAI	CANADA MARU	Jap. str.	—	—	MELCHERS & Co.	On 12th inst., at Noon.	
NAPLES, GENOA, ALGIERS, GIBRALTAR SOUTHAMPTON	GOEBEN	Ger. str.	—	A. Ahlborn	SANDER, WILKES & Co.	On 15th inst., at 6 p.m.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Aus. str.	—	—	DODWELL & Co., Ltd.	About 15th inst.	
NEW YORK	LOTHIAN	Brit. str.	—	—	SHAWAN TOMES & Co.	About 6th inst.	
BOSTON & NEW YORK via PORTS & SUEZ CANAL	WALTON HALL	Am. str.	—	—	THE BANK LINE LIMITED	On 7th inst.	
VANCOUVER B.C., SEATTLE & PORTLAND, &c.	EMPEROR OF INDIA	Emp. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 22nd inst., at 6 p.m.	
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davidson	CANADIAN PACIFIC R. Co.	On 3rd Aug., at 6 p.m.	
VANCOUVER via SHANGHAI, JAPAN, &c.	TENYO MARU	Jap. str.	—	E. Bent	TOTO KAISEN KAISHA	To-day, at Noon.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSEA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 11th inst., at 1 p.m.	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	KORBA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 18th inst., at 1 p.m.	
AUSTRALIAN PORTS	ALDENHAM	Brit. str.	—	M. Yagi	GIBB, LIVINGSTON & Co.	On 7th inst., at Noon.	
AUSTRALIAN PORTS	NIRKO MARU	Jap. str.	—	D. Leut	NIPPON YUSEN KAISHA	On 15th inst., at 10 a.m.	
AUSTRALIAN PORTS	PRINCE SHISHMUND	Ger. str.	—	H. Carey	MELCHERS & Co.	On 7th inst., at Noon.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	PRINCE WALDEMAR	Jap. str.	—	K. Kawara	JARDINE MATHESON & Co., Ltd.	To-morrow, at 5 p.m.	
YOKOHAMA & KOBE	MUTTRA	Jap. str.	—	H. Bremer	NIPPON YUSEN KAISHA	About 25th inst.	
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-morrow, at Noon.	
KOBE & YOKOHAMA	PRINZ WALDEMAR	Jap. str.	—	Van D. Jalink	JATA-CHINA-JAPAN LINE	Quick despatch.	
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	E. Mooney	JARDINE MATHESON & Co., Ltd.	To-day, at Noon.	
TIEN-TSIN via WEI-HAI-WEI	CHUPHONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.	
WEI-HAI-WEI & TIEN-TSIN	KUICHOW	Brit. str.	1 m.	N. Nielsen	NIPPON YUSEN KAISHA	On 6th inst., at 4 p.m.	
SHANGHAI, MOJI & KOBE	WAKASA MARU	Jap. str.	—	S. Bachman	E. & O. S. N. Co.	On 6th inst., at 4 p.m.	
SHANGHAI	ARCADIA	Brit. str.	—	Benson	HAMBURG-AMERIKA LINIE	On 6th inst.	
SHANGHAI	CHINCHUA	Brit. str.	1 m.	—	JARDINE MATHESON & Co., Ltd.	About 7th inst.	
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	Brit. str.	—	L. Y. Archdeacon	DAVID SASSOON & Co., Ltd.	On 8th inst., at 1 p.m.	
SHANGHAI, KOBE & YOKOHAMA	ANBU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 8th inst., at 11 a.m.	
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE MATHESON & Co., Ltd.	On 9th inst., at 11 a.m.	
SHANGHAI, KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	G. M. B. Lake	JARDINE MATHESON & Co., Ltd.	On 10th inst., at Noon.	
SHANGHAI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	About 13th inst.	
SHANGHAI, KOBE & YOKOHAMA	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 15th inst.	
SHANGHAI, KOBE & YOKOHAMA	TOTO MARU	Jap. str.	—	A. Mosker	NIPPON YUSEN KAISHA	On 17th inst.	
SHANGHAI, KOBE & YOKOHAMA	CANTON	Swed. str.	—	Bouman	JATA-CHINA-JAPAN LINE	On 29th inst.	
SHANGHAI, KOBE & YOKOHAMA	LIJODAS	Dut. str.	—	—	OSAKA SHOSSEN KAISHA	Quick despatch.	
POOHOW via SWATOW & AMOY	KAIJO MARU	Jap. str.	2 h.	A. H. Stewart	DOUGLAS LARPAIK & Co.	To-morrow, at 11 a.m.	
SWATOW	HAIMUN	Brit. str.	2 h.	J. S. Rosch	DOUGLAS LARPAIK & Co.	To-day, at 11 a.m.	
SWATOW, AMOY & FOCHOW	HAITANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAIK & Co.	On 7th inst., at 11 a.m.	
SWATOW, AMOY & FOCHOW	HAICHONG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAIK & Co.	On 11th inst., at 11 a.m.	
MANILA, CEBU & ILOILO	KAIKONG	Brit. str.	1 m.	Siford	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
MANILA, MANGARIN, ILOILO & CEBU	LONGSANG	Brit. str.	—	Leak	JARDINE MATHESON & Co., Ltd.	On 6th inst., at 2 p.m.	
MANILA	RUI	Am. str.	—	S. A. Crosby	SHAWAN TOMES & Co.	On 13th inst., at 4 p.m.	
MANILA	YAPESANG	Brit. str.	—	P. H. Rolfe	JARDINE MATHESON & Co., Ltd.	On 15th inst., at 2 p.m.	
MANILA, MANGARIN, ILOILO & CEBU	ZAPERO	Am. str.	—	M. O. Smith	SHAWAN TOMES & Co.	On 20th inst., at 4 p.m.	
BATAVIA, CHERIBON, SAMARANG, &c.	TIPANAS	Dut. str.	—	J. B. v. Darnne Jans	JATA-CHINA-JAPAN LINE	Quick despatch.	
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 10th inst.	
SINGAPORE, PENANG & CALCUTTA	ITOLA	Jap. str.	—	W. J. Bishop	DAVID SASSOON & Co., Ltd.	To-morrow, at 1 p.m.	
SINGAPORE, PENANG & CALCUTTA	ILWA	Brit. str.	—	M. Deguchi	NIPPON YUSEN KAISHA	On 8th inst.	
SINGAPORE, PENANG & CALCUTTA	ABRATON AFAR	Brit. str.	—	F. M. Austin	DAVID SASSOON & Co., Ltd.	On 10th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE MATHESON & Co., Ltd.	On 13th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	MAUSANG	Brit. str.	—	Weigall	JARDINE MATHESON & Co., Ltd.	To-morrow, at 4 p.m.	
SANDAKAN	BORNEO	Ger. str.	—	F. Samhill	MELCHERS & Co.	Middle of June.	
KUDAT & SANDAKAN	SINGAN	Brit. str.	—	E. Jamieson	BUTTERFIELD & SWIRE	On 6th inst., at 9 a.m.	
KUANG CHOW WANG & HAIPHONG	SI-KIANG	Brit. str.	—	E. de Catalano	MAGNIFICENT MARITIMES	To-morrow, at 9 a.m.	

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"MONMOUTHSHIRE"	About 7th June.
LONDON, ROTTERDAM & ANTWERP	"DENBIGHSHIRE"	About 30th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Hongkong, 1st June, 1912. [59]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
FOR	TO SAIL
TIEN-TSIN via WEI-HAI-WEI	"CHIPSHING" Tuesday, 4th June, Noon.
SANDAKAN	"MAUSANG" Wednesday, 5th June, 4 p.m.
MANILA	"LOONGSANG" Saturday, 8th June, 2 p.m.
SHANGHAI	"NAMSANG" Monday, 10th June, Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG" Thursday, 13th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG" Saturday, 15th June, 2 p.m.

RETURN TOURS TO JAPAN.
(OCCUPYING 24 DAYS).
The Steamers "KUMANO" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Canton and Newchwang.
Taking Cargo on Through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Tawau, Juluatan, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.
Hongkong, 3rd June, 1912. [15]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.
EASTWARD.
The S.S. "MUTTRA," 4,644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBE on 7th June, at Noon, to be followed on 15th June, by S.S. "PULTALA," 4,164 tons, Captain Chidley, taking Cargo and Passengers at Current Rates.
WESTWARD.
The S.S. "ITOLA," will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 10th June, at Noon, followed by the S.S. "MUTTRA," taking Cargo and Passengers at Current Rates.
The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215.
Hongkong, 3rd June, 1912. [297]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
"DILWARA."
Captain W. J. Bishop, will be despatched as above TO-MORROW, the 5th inst., at 1 p.m.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 4th June, 1912. [769]

GLEN LINE (McGREGOR, GOW & Co. LIMITED).

THE Steamship
"GLENSTRAN."
Captain Jas. McGilivray, will be despatched as above TO-MORROW, the 5th inst., at 1 p.m.
For Freight or Passage, apply to
SHAWAN TOMES & Co.,
Agents.
Hongkong, 17th May, 1912. [654]

RUSSIAN VOLUNTEER FLEET.

THE Steamship
"EKATERINOSLAV."
6,581 Tons, Commander O. Tiedeman.
After discharging Hongkong Cargo will be ready to load for ODESSA via SINGAPORE, PENANG, COLOMBO, JIBOUTI, JEDDAH, HOEDEIDA, PORT SAID, and CONSTANTINOPLE.
For full information regarding freight or passage, apply to
CAPTAIN D. LUKHMANOFF,
Agent.
Hotel Marlborough, 3rd Floor.
Nos. 12a and 14, Telephone No. 1224.
Hongkong, 30th May, 1912. [768]

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast and to proceed via Cape of Good Hope.)

S.S. "WALTON HALL."
On or about 6th June.
For freight and further information apply to—
SHAWAN TOMES & Co.,
General Agents.
Hongkong, 14th May, 1912. [709]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
"DELTA."
Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th June, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MACDONALD," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all Cargo for Franco, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ITOLA," due in London on the 21st July, 1912.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 27th May, 1912. [1]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship
"JAPAN."
Captain L. Y. Archdeacon, will be despatched for the above Ports on SATURDAY, the 8th June, at 1 p.m.
The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.
RETURN TOURS TO JAPAN
(OCCUPYING 20 DAYS).
The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.
Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 1st June, 1912. [786]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST AND PROCEED VIA THE CAPS OF GOOD HOPE).
FOR NEW YORK.
S.S. "LOTHIAN" on or about 15th June.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 23rd May, 1912. [666]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
AND
THE CANADIAN PACIFIC RAILWAY
PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"EMPEROR OF INDIA" Sat., 22nd June	"ALLAN LINE" Fri., 19th July.
"EMPEROR OF JAPAN" Sat., 13th July	"EMPEROR OF IRELAND" Fri., 9th Aug.
"MONTEAGLE" Sat., 3rd Aug.	"ALLAN LINE" Fri., 30th Aug.
"EMPEROR OF INDIA" Sat., 24th Aug.	"EMPEROR OF BRITAIN" Fri., 20th Sept.

Steamships leave HONGKONG at 6 p.m.
THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Barham	Daylight, 6th June.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA Capt. E. P. Martin, R.N.R.	Noon, 8th June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE. NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Peters	About 17th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	POONA Capt. A. F. Vice, R.N.R.	About 15th June.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 4th June, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th June, 4 P.M.
HAIPHONG	"SINGAN"	On 6th June, 4 A.M.
SHANGHAI	"CHINHUA"	On 6th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 10th June, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.	S.S. "LIPAN" and S.S. "SANUL"	
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.		
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wossung.		
REDUCED FARES:—SINGLE \$45.....RETURN \$75.		
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS		
Hongkong, 1st June, 1912.		

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"FAITAN"	Capt. J. S. Roach	TUESDAY, 4th June, at 11 A.M.
"FAIYANG"	Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 11th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 5th June, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).		
During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.		
For Freight and Passage, apply to— DOUGLAS, LARRAIK & Co., GENERAL MANAGERS		
Hongkong, 4th June, 1912.		

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:	
S.S. SEGOVIA	6th June.
S.S. SILESIA	30th June.
S.S. FUEBET BUELOW	27th June.
S.S. GLODENFELS	14th July.
S.S. SUEVIA	29th July.

HOMEWARD.

For HAVRE, BREMEN and HAMBURG:	
S.S. SCANDIA	6th June.
For MARSEILLES, HAMBURG and ANTWERP:	
S.S. ANDALUSIA	15th June.
For ROTTERDAM, HAMBURG and ANTWERP:	
S.S. BAYERN	18th June.
For MARSEILLES, HAVRE and HAMBURG:	
S.S. LIBERIA	28th June.
For ROTTERDAM, HAMBURG and ANTWERP:	
S.S. BADENIA	29th June.
For HAVRE, BREMEN and HAMBURG:	
S.S. ALESIA	2nd July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st June, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 6th June.	On 22nd June.
EMPIRE	On 28th June.	On 20th July.
ST. ALEANS		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Best	TUESDAY, 4th June, Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 25th July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, "sacra" and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOCHOW VIA SWATOW and AMOY	"KAJO MARU"	WEDNESDAY, 5th June, at Noon.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

7778.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG." Capt. E. de Catalano.

(1st and 2nd CLASS) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer Tons	NOON, SATURDAY	Steamer Tons	SUNDAY	SATURDAY
DELTA	June 8	MACEDONIA 10500	July 7	July 13
ARCADIA	June 22	MOREA	July 21	July 27
ASSAYE	July 6	MAIMORA 10500	Aug. 4	Aug. 10
DEVANHA	July 20	MOLDAVIA 10500	Aug. 18	Aug. 24
DELTA	August 3	MALLOJA 12500	Sept. 1	Sept. 7
EGYPT	August 17	MONGOLIA 11000	Sept. 15	Sept. 21
ARCADIA	August 31	MEDINA 12500	SATURDAY	FRIDAY
ASSAYE	September 14	MALWA 11000	Sept. 28	Oct. 4
DEVANHA	September 28	MOOLTAN 10000	Oct. 12	Oct. 18
INDIA	October 12	MACEDONIA 10500	Oct. 25	Nov. 1
			Nov. 9	Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.8 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	7000 June 17	August 2
NORE	7000 June 26	August 10
SIMLA	6000 July 10	August 24
NUBIA	6000 September 4	October 19
SARDINIA	7000 September 18	November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON.

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 SINGLE, £57.4 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

781

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KITANO MARU	9,000	WEDNESDAY, 5th June, at Daylight.
	IYO MARU	7,000	WEDNESDAY, 19th June, at Daylight.
VICTORIA, B.C. and SEATTLE VIA KURELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	KAMAKURA MARU	7,000	TUESDAY, 4th June, at 4 P.M.
	TAMBA MARU	7,000	TUESDAY, 18th June, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	6,000	FRIDAY, 7th June, at Noon.
	KUMANO MARU	6,000	FRIDAY, 5th July, at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	BOMBAY MARU	5,000	MONDAY, 10th June.
KOBE and YOKOHAMA	TANGO MARU	3,000	WEDNESDAY, 5th June, 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	6,000	WEDNESDAY, 5th June, at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU	7,000	WEDNESDAY, 5th June.
SHANGHAI and KOBE	TOTOMI MARU	4,000	MONDAY, 17th June.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"KIRIN MARU," 4,000 tons, Capt. Deguchi, Saturday, 8th June.

"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

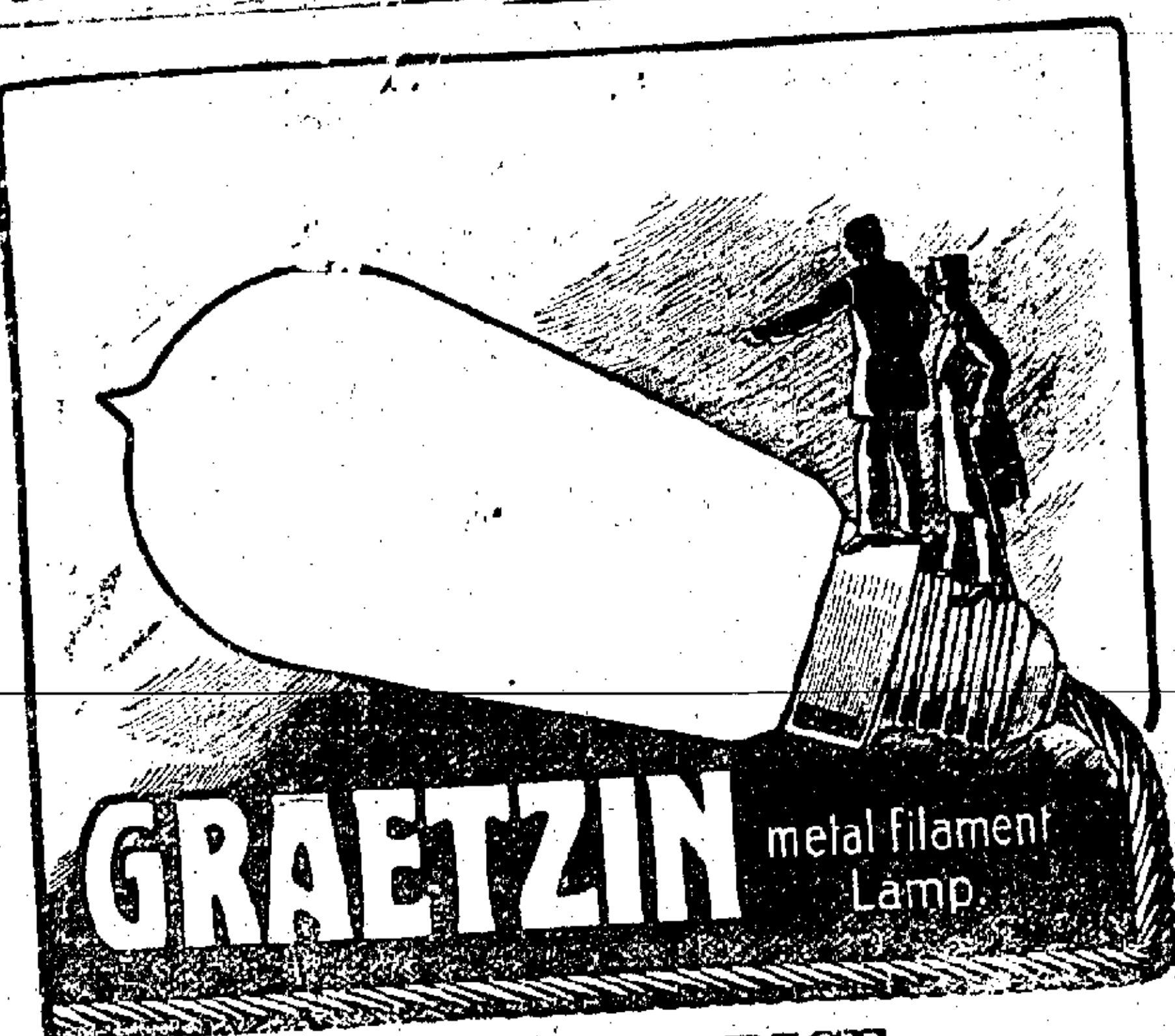
	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st Class	\$135	\$122	\$108	\$95
2nd Class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

112-13-556



REDUCED PRICE:

75 cents

for 16, 25, 32 and 50 C.P.

REBATES TO RETAILERS.

OBTAINABLE FROM—
HUGO C. A. FROMM,
 HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
 Hongkong, 31st May, 1912.



of the **BERLIN GUBENER'S
 HUTFABRIK, GUBEN,**

had an enormous success last year and orders for the
 NEXT SEASON are booked NOW.
 Apply to the General Agent for Hongkong and China:

HUGO C. A. FROMM,
 HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
 Hongkong, 31st May, 1912.



OBTAINABLE FROM—
THE SINCERE CO., LTD.,
 SUB-AGENT FOR HONGKONG.
 Hongkong, 31st May, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
 by the SIBERIAN ROUTE TO EUROPE.
 Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
 suspended:—Hupeh and Hunan.

The *Anhui*, with the Siberian Mail, is due to arrive here to-morrow.

The *Arcadia*, with the English Mail, left Singapore on Saturday, the 1st inst.,
 at 8 a.m., and may be expected here to-morrow, at about 11 a.m. This packet brings the
 parcel mails closed in London for despatch by the air sea route on the 1st May, and
 for despatch overland on the 8th May.

FOR	PER	DATE
Hailong and Pakhoi	Hanoi	Tuesday, 4th, 9.00 A.M.
Swatow, Amoy, Formosa and Foochow	Haitan	Tuesday, 4th, 10.00 A.M.
Weihaiwei and Tientsin	Chuping	Tuesday, 4th, 10.00 A.M.
KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO	Tenyo Maru	Registration... 10.15 A.M. (Registration with late fee of 10 cents, up to 10.30 A.M.) Registration... Kowloon B.O. at... 9.30 A.M. No late fee Letters... 11.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, BOYR and EUROPE via MARSEILLES Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Late Letters 11.00 to NOON Extra Postage 10 cents	Ernest Simons	Tuesday, 4th, 10.00 A.M. Registration... 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration... Kowloon B.O. at... 9.30 A.M. No late fee Letters... 11.00 A.M.
Macao	Sui Tai	Tuesday, 4th, 2.00 P.M.
Strails, and India via Calcutta	Dilwara	Tuesday, 4th, 2.00 P.M.
Keelung, Shanghai, North China and Japan via Moji, Victoria and United States and Seattle	Kawakura Maru	Tuesday, 4th, 3.00 P.M.
Philippine Islands	Kaifong	Tuesday, 4th, 3.00 P.M.
SHANGHAI, NORTH CHINA, and JAPAN via KOBE	Salazie	Tuesday, 4th, 4.00 P.M.
(EUROPE, via SIBERIA)	Kilano Maru	Tuesday, 4th, 5.00 P.M.
Straits and Ceylon	Si-Kiang	Wednesday, 5th, 8.00 A.M.
Fort Bayard, Haiphong and Pakhoi	Haitan	Wednesday, 5th, 10.00 A.M.
Swatow	Kaifong Maru	Wednesday, 5th, 11.00 A.M.
Swatow, Amoy, Formosa and Foochow	Kumano Maru	Wednesday, 5th, 11.00 A.M.
Japan via Nagasaki	Sui Tai	Wednesday, 5th, 1.15 P.M.
Macao	Mausang	Wednesday, 5th, 3.00 P.M.
Sandakan	Aradia	Wednesday, 5th, 5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Singon	Thursday, 6th, 8.00 A.M.
Haiphong and Pakhoi	Aldenharn	Thursday, 6th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Sui Tai	Thursday, 6th, 1.15 P.M.
Macao	Chinkwa	Thursday, 6th, 3.00 P.M.
Shanghai and North China	Haifong	Friday, 7th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow		

COMMERCIAL

CLOSING QUOTATIONS.

	June 1st.
ON LONDON—	
Telegraphic Transfer	252
Bank Bills, on demand	252
Bank Bills, at 30 days' sight	252
Bank Bills, at 4 months' sight	252
Credits, at 4 months' sight	252
Documentary Bills at 4 months' sight	252
ON PARIS—	
Bank Bills, on demand	253
Credits, at 4 months' sight	257
ON BRUSSELS—	
On demand	205
ON NEW YORK—	
Bank Bills, on demand	48
Credits, at 60 days' sight	49
ON BOMBAY—	
Telegraphic Transfer	149
Bank, on demand	150
ON CALCUTTA—	
Telegraphic Transfer	149
Bank, on demand	150
ON SHANGHAI—	
Bank, at sight	72
Private, 30 days' sight	73
ON YOKOHAMA—	
On demand—Pesos	88
ON MANILA—	
On demand—Pesos	88
ON SINGAPORE—	
On demand	120
ON BATAVIA—	
On demand	120
ON RAIPUR—	
On demand	75
ON BANGKOK—	
On demand	75
SOVEREIGNS, Bank's Buying Rate	19.90
GOLD LEAF, 100 fine, per tael	151.20
BAB SILVER, per oz.	28

CURRENCY COINS.

	per cent
Chinese	20 cents pieces, \$8.05 discount.
Chinese	10 " \$8.37 "
Hongkong	20 " \$8.50 "
Hongkong	10 " \$8.30 "

MAILS VIA SIBERIA.

	Due
London	June 1st
May 15th	June 1st
May 18th	June 3rd

SHARE LIST.—QUOTATIONS.
HONGKONG, 1st JUNE, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	{2842, sellers {L'don \$24 10.
China Borneo Company, Limited	60,000	\$12	all	{93, x. div. sel.
China Light and Power Company, Limited	50,000	\$1	all	{2.10
China Provision, Loan & Mortgage Co., Ltd.	50,000	\$1	all	{2.10
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7	all	\$22
DOCK AND WHARVES.—				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$60, buyers
Hongkong & Wharves & G. Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Limited	10,000	\$5	all	\$6, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50, sales
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 91
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong Electric Co., Limited	12,000	\$40	all	\$24, sellers
Hongkong Hotel Company, Limited	8,000	\$50	all	\$110
Manila Metropole Hotel Limited	15,000	\$10	all	\$72, sales
Hongkong Ice Company, Limited	50,000	\$25	all	\$84
Hongkong Paper Manufacturing Co., Limited	60,000	\$10	all	\$121
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$19, sales
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$223, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$132, sal. & sel.
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$25 \$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 140
Union Insurance Society, Limited	12,400	\$250	all	\$508
Yangtze Insurance Association, Limited	12,000	\$100	all	\$190, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, sales
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53, sales
Masthead Building Co., Limited	25,000	Gds. 10	all	Tls. 69
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	36, buyers
Conch Mines, Limited	160,000	\$21	all	76, buyers
Harwood Tin and Rubber Estate, Ltd.	715,220	2/	all	4/9
Raub Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$3.60, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	50,000	\$10	all	\$1.10
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$32, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$20, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, {L'don buy. {L'don
Shell Transport & Trading Co., Limited	2,500,000	\$21	all	\$107, sales
Star Ferry Company, Limited	10,000	\$10	all	\$33, bu. x.
South China Morning Post, Limited	10,000	\$10	all	\$24, bu. div.
Steam Laundry Company, Limited	20,000	\$5	all	\$22
STORIES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$54, buyers
Wm. Powell, Limited	15,000	\$7	all	\$64, buyers
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$12, buyers
Weissmann, Limited	5,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$33
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$10
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only	\$10	all	\$4
Union Waterboat Co., Limited	100 shares	\$10	all	\$39
	50,000	\$10	all	\$74, buyers

THE CIGARETTES OF DISTINCTION

ALWAYS FRESH STOCKS.



SOLD EVERYWHERE.

The Egyptian Favourite

among those who have sufficient know-
 ledge of the essentials of a perfect
 Egyptian Cigarette is one or other
 of the brands known as

Bouton Rouge
 and
Felucca
 EGYPTIAN
 CIGARETTES.

Until you have smoked them you really
 have not realized the perfection to which
 the manufacture of Egyptian Cigarettes
 can be brought. Their makers, Messrs.
 MASPERO FRERES, have now arranged
 for their supply by all high-class Tobacco-
 nists at the most reasonable prices

A Luxury
 to the Man of Taste

Sole Agents:
 British-American Tobacco Co., Ltd., Hong Kong.

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL
 WARRANT awarded our Company
 for Milk."



MILKMAID

CONDENSED MILK.
 STERILIZED NATURAL
 MILK.
 EVAPORATED CREAM.

ON SALE AT ALL STORES.

SHERRIES.

Marques del Meritos Sherries are famous all over the world
 for their Superb Quality and Flavour. We have also Sherries
 from Buckingham Palace (bearing the Royal Seal) which cannot
 be equalled in the East.

Prices to suit all, from \$1 to \$10 per Bottle.

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

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Telephone No. 135.

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ANTI-FRICTION METAL

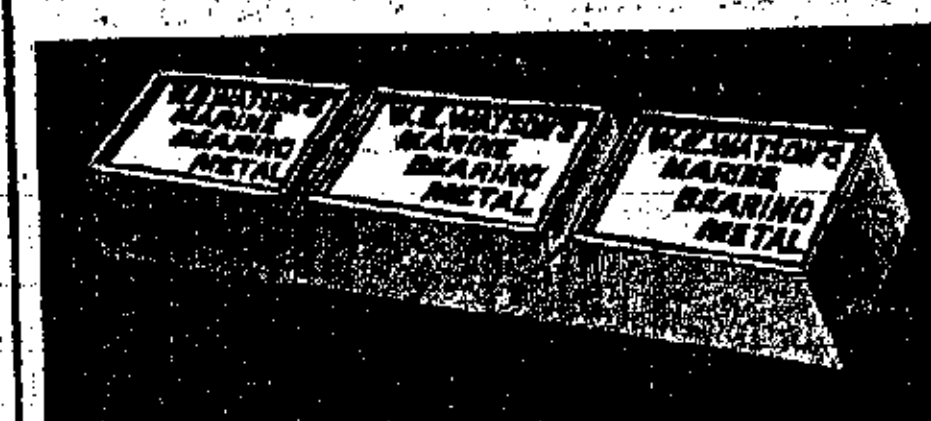
"MARINE BEARING"

FOR LINING BEARINGS

AND

FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



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ANTI-FRICTION METAL.SOLE AGENTS—
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Telephone: 385 and 386. Telegrams: "MARINEWORK."

Printed and Published by BEETHAM A. HALE for the Concerned at 10, Des
Road-Venue Central, Victoria Hongkong; London Office, 131 Fleet Street E.C.

TO-DAY

2.45 P.M.—Auction of Valuable Household
 Furniture at "Walburn," No. 81, The Peak,
 by Mr. Geo. P. Lammer.

FORTHCOMING EVENTS.

Saturday, 8th June:—
 9 P.M.—R. G. Knowles at the Theatre Royal.

Sunday, 23rd June:—
 Prince of Wales' Birthday (1894).

ON SALE.

BUND VOLUMES OF THE HONGKONG
 WEEKLY PRESS, JUNE TO DECEMBER,
 1911. With Index. Price \$7.50.
 On Sale at the "HONGKONG DAILY PRESS"
 Office.
 Hongkong, 26th March, 1912.

OPIMUM.

Quotations are:—
 Malwa No. 2 ... \$3,050.3075 per picul.
 Malwa Old ... \$3,090.3,100 "
 Malwa Older ... \$3,125.3,150 "
 Malwa V. Old ... \$3,175.3,200 "
 Persian fine quality ... \$1,500 "
 Persian extra fine ... \$2,750 "
 Patna New ... \$3,450 "
 Patna Old ... \$3,300 "
 Benares New ... \$3,375 "
 Benares Old ... \$3,250 "

May 28th

ON SALE.

HONGKONG HANSARD REPORTS
 of the MEETINGS of the
 LEGISLATIVE COUNCIL for the
 Session 1911.

REVISED BY THE MEMBERS.
 PRICE ... \$5.
 DAILY PRESS OFFICE.
 Hongkong, 6th March, 1912.